

CREAM!

RICH
THICK
CREAM.

See Below.

The China Mail.

ESTABLISHED 1825

NOTES ON CHINA.
ADVERTISEMENTS
AND SOUTH CHINA.
BY THE EDITOR OF
"THE CHINA MAIL."
TO THE EDITOR OF
"CHINA MAIL."
FOR PUBLICATION.

No. 15,854.

廿五十二年四月一九一四

HONGKONG, WEDNESDAY, FEBRUARY 25, 1914

寅甲大歲年三國慶

PRICE, 600 Per Month.

WATSON'S

E.
BRANDY

Finest very old Brown
Brandy. Guaranteed 25 years
age in wood. The finest liquor
Brandy on the market.

A. S. WATSON & Co., Ltd.
ALEXANDRA BUILDINGS.

UMEMOTO.

PROFESSIONAL TATTOOER.
Orders attended to at the residence of
Customers if desired.
Finest work done by hand only.
No. 12, Queen's Road East,
Hongkong. Oct. 2, 1913. 1190

A BIG SHANGHAI FIRE.
Messrs. Hall and Holt's
Premises Gutted.

As telegraphed to us at the time by our
Shanghai correspondent, Messrs. Hall and
Holt's large furniture factory, bakery and
store at the corner of Yuenmingyuan and
Soochow roads was completely destroyed
by fire in the early hours of the 17th inst.
Reaching its greatest force in about an
hour, the fire was magnificent as a
spectacle, says the "N. C. Daily News,"
and it was also a grave danger to all buildings
within a fairly wide zone, a great
contingency being narrowly prevented,
and only after most strenuous work by the
combined Brigades of the Settlement and
the French Concession.

All efforts to save the Hall & Holt's
godown had to be practically abandoned,
and the work of the fire brigades concentrated
upon saving the adjoining premises, the
Lyceum Theatre, Union Church Hall,
and Messrs. Nicewell's godown being in
grave danger, the latter especially so, since
the wind was blowing strongly in that
direction.

Whilst all available streams of water were
being played upon this side of the building
the flames continued to make progress, gripping
the wind w frames and the eaves of
the roof, which being of galvanized iron
lined with felt over a wooden frame, offered
no too much resistance. Parts of the
roof, which had taken fire, were torn away,
and eventually the the first invasion was
staved off. Excellent work was done by
the brigades in this quarter. Had the flames
gained a foothold in Hall & Holt's, the complete
destruction of the building would have
been prevented since it is stored
with oil, various liquors, and a consider-
able quantity of valuable cargo. This
building is insured for £10,000,000, and its
contents for £10,000,000.

It was not until 7 o'clock that the fire
was checked, to avoid all danger of spreading,
being at this time confined to the building
in which it originated. It burned
for some time afterwards, and when
eventually the brigade retired and left the
civic corps to play upon the smouldering
ruins, nothing remained of the building
except the four walls, the whole of the
interior and its contents having been
reduced to cinders.

The loss is estimated at over £10,
000,000.

MESSAGERIE'S MARITIMES'
NEW STEAMER.

The Messagerie Maritimes have issued
details of their new sail steamer Andre
Lebon, a sister ship to the Paul Local
which has also been built for their China
and Japan service. She was successfully
launched at the company's yard, a Côte,
on October 27 last. She is a twin screw,
11,000 h.p. steel built steamer, measuring
485 feet, with a beam of 60 feet, and a
displacement of 18,000 tons. Her twelve
boilers, forced draught, are of the Howden
system. She will accommodate 218 first
class passengers, 180 second-class and 146
third-class, in all 544, which number shows
that no steerage passengers are
attempts in this 18,000-ton ship. Little
and a great variety of electrical apparatus
will show a great improvement in the
attendance of the crew and in the general
comfort. Special care has been taken also
to ensure the most thorough ventilation,
a large number of ventilators and special
machinery having been devised for this
object, so as to make for the comfort of
passengers and crew.

DRAMATIST'S DAUGHTER.

Secret Wedding to Peer's Son.

OTTAWA, Jan. 30.

The Hon. Angus McDowell, second son
of the Earl of Arran, who is at present a
great of the Duke and Duchess of Con-
naught here, was married at Evansville,
Illinois, on Dec. 13 last, to Miss Editha
Muriel Arthur Jones, the daughter of Mr.
Henry Arthur Jones, the manager
of the "Crown" hotel, which is a member of
the "Crown" hotel chain.

BUSINESS NOTICES.

CREAM!

MILKMAID THICK RICH CREAM

A CREAM THAT CAN BE WHIPPED, BUT CAN NOT BE BEATEN

It is simply PURE CREAM.

Contains NO PRESERVATIVES.

Makes splendid ICE CREAM.

Excellent with Stewed and canned Fruits, Fruit Salads etc.

Packed in 3 sizes of tins.

25 cts. per 4 oz. tin
35 " " 11 " Net weight
60 " " 11 " "

You can get it at—

LANE CRAWFORD & Co.

H. RUTTONJEE & SON

THE FRENCH STORE

THE SINCERE Co.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.
HONGKONG TO CANTON. CANTON TO HONGKONG.
WEDNESDAY, 25th FEBRUARY.

8 A.M. 'HEUNGSHAN.' 8 A.M. 'HONAM.'

10 P.M. 'KINSHAN.' 5 P.M. 'PATSHAN.'

THURSDAY, 26th FEBRUARY.
8 A.M. 'HONAM.' 8 A.M. 'HEUNGSHAN.'
10 P.M. 'PATSHAN.' 5 P.M. 'KINSHAN.'

A Telephone Service has been recently installed on the Company's Steamers
Day Steamers Call No. 776, Night Steamers Call No. 77.

HONGKONG-MACAO LINE.
S.S. 'SUI TAI.' S.S. 'TAISHAN.'
HONGKONG TO MACAO.

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf
Sundays, at 9 A.M. and 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 3 P.M. Sundays, at 7.30 A.M. and 2 P.M.

EXCURSION TO MACAO.

SUNDAY, 1st MARCH.

The Company's New Steamship "TAISHAN,"
will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.
and return from Macao at 4 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at
7.30 A.M., and from Hongkong at 12.30 P.M. from the Company's Wing Lok Street
Wharf.

This steamer connects with the excursion steamer returning from Macao at 8 P.M.

PAKHOI DISTRICT.

ESTABLISHMENT OF LIGHTED BUOY AT
ENTRANCE TO PAKHOI ANCHORAGE.

NOTICE is hereby given, that an
acetylene lighted buoy, 6 feet in
diameter, painted red, surmounted by a
conical superstructure, and showing an
occulting white light every 3 seconds,
is being placed in the Pakhoi Anchorage.

Light ... 0.3 second.

Exposure ... 2.7 seconds.

was established this day to mark the
northern side of the fairway between the
fishing junks of the village of Tukuk, in a
fishing village from which the TIKUK JUNK
HOUSE lies 8.30 E. Magnetic, distant
2 miles (8 cables).

THE UNLIGHTED STANDARD BUOY HAS
BEEN REMOVED.

Approved— W. J. HEWETT.

J. M. MOORHEAD, Harbour Master.

Custom House, Pakhoi, Feb. 12th, 1914.

Hongkong, Feb. 23, 1914.

INDO-CHINA STEAM NAVIGATION
CO. LTD.

THE TRANSFER BOOKS of the above
company will be CLOSED as from
MONDAY, the 2nd instant, to 8 A.M.
DAY THE 28th instant, both days inclusive.

JARDINE, MATHESON & CO., LTD.

Hongkong, Feb. 23, 1914.

700 Kofunmachi, Tokyo.

BANKS

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL \$15,000,000
RESERVE FUND
Sterling \$15,000,000
Silver 17,850,000
\$32,850,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS.
Hon. Mr. D. Landale—Chairman.
W. L. Pathenden, Esq.—Deputy Chairman.
S. H. Dowdell, Esq. C. Landgraf, Esq.
G. Friesland, Esq. J. A. Plummer, Esq.
E. Goetz, Esq. Hon. Mr. E. Shalim.
O. S. Gubbay, Esq. J. H. A. Siebe, Esq.
P. H. Holycross, Esq.

CHIEF MANAGER
Hongkong—N. J. STABB.

MANAGER
Shanghai—A. G. STEPHEN.

LODONG BANKERS—LONDON COUNTY AND
WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two
per cent. per annum on the daily balance.

ON FIXED DEPOSITS
For 3 months 2½ per cent per annum.
" 6 " 3½ " "
" 12 " 4 " "
N. J. STABB,
Chief Manager.

Hongkong, Feb. 14, 1914.

HONGKONG SAVINGS BANK

THE business of the above Bank is con-
ducted by the HONGKONG AND
SHANGHAI BANKING CORPORA-
TION. Rules may be obtained on ap-
plication.

INTEREST on deposits is allowed at
the minimum monthly balances of
3 PER CENT. per annum. Depositors
may transfer at their option balances of
\$100 or more to the HONGKONG AND
SHANGHAI BANK, to be placed on
FIXED DEPOSIT at 4 PER CENT. per
annum.

For the Hongkong and Shanghai
Banking Corporation
N. J. STABB,
Chief Manager.

Hongkong, July 1, 1914. 1517

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853,
HEAD OFFICE, LONDON.

PAID-UP CAPITAL \$21,200,000
RESERVE FUND \$21,700,000
RESERVE LIABILITY OF PRO-
PRIETORS \$21,800,000

FOREIGN EXCHANGE and General
Banking business transacted.

CURRENT ACCOUNTS opened and
FIXED DEPOSITS received for 1 year or
shorter periods at rates which will be quoted
on application.

A. S. HEWETT,
Acting Manager,
Hongkong, April 9, 1914.

THE MERCANTILE BANK OF
INDIA, LIMITED

Authorised Capital £1,500,000
Subscribed 1,125,000
Paid-up 662,500
Reserve Fund 415,000

BANKERS,
BANK OF ENGLAND.
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts
at 2 per cent. per annum on Daily
Balance and on Fixed Deposits at rates
which may be ascertained on application.

A. R. LINTON,
Manager.
Hongkong, July 1, 1914. 822

THE YOKOHAMA SPECIE
BANK, LTD.

ESTABLISHED 1850.
AUTHORIZED CAPITAL ... \$10,000,000
PAID-UP CAPITAL ... \$10,000,000
RESERVE FUND ... \$15,550,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENTS AS
APPROVED BY THE GOVERNMENT.

BOMBAY LAGOS NEW YORK
CALCUTTA NEW YORK
CHINCHINAN NEW YORK
DAKAR DAKAR
FRANKFORT (MUNICH) FRIED
HANKOW HANKOW (PORT ARTHUR)
HONGKONG SAN FRANCISCO
HARBOUR SHANGHAI
KOKO TIKELANG
LIAO-TUNG TIKELANG
LONDON TOKIO

Interest allowed on Current Accounts
Deposits received for fixed periods of
time to be ascertained on application.

LONDON, July 1, 1914.

BANKS

NEDERLANDSche HANDEL
MAATSOHAPPEN.
(NETHERLANDS TRADING SOCIETY)

ESTABLISHED 1824.
AUTHORIZED CAPITAL \$30,000,000—(\$2,500,000)
PAID-UP CAPITAL \$45,000,000—(\$2,500,000)
RESERVES \$8,332,185—(\$2,687,631.)

HEAD OFFICE—AMSTERDAM.
HEAD AGENCY—BATAVIA.

B.R.A.N.C.H.E.S.—Singapore, Penang,
Shanghai, Rangoon, Samarang, Sourabaya,
Djambon, Cherbon, Tegal, Pecalongan,
Jatiplatan, Soerakarta, Djocjakarta, Bandung,
Padang, Medan, Tobing Tinggi (Del), Palembang, Telok Betong, Kotab
Aja, Aceh, Macassar, Bandermann.
Correspondents at Bombay, Calcutta, Madras,
Pondicherry, Colombo, Bangkok, Saigon,
Lahong, Haiphong, Hanoi, Amoy, Yoko
hama, Kobe, Melbourne, Sydney, New
York, San Francisco, etc., etc.

London—BANKERS—The Union of
London and Smiths, Bankers Limited.

The Bank has and sells receipts for
collection Bills of Exchange, and letters
of credit on its Branches, and correspondents
in the East, on the Continent in Great
Britain, America, and Australia, and trans
acts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2½ per cent. per annum on
balance.

Fixed Deposits 12 months 4 per cent. per annum.
Do 6 months 3½ Do
Do months 3½ Do

A. F. VAN REEF, Agent.

Hongkong, July 18, 1913.

JOHNNIE WALKER

A truth which
nobody denies

is that the maturing of whisky by time and
nature cannot be hurried. Only by years in
bond can it acquire the mellowness for which

JOHNNIE
WALKER

is famous.

JOHNNIE WALKER "White" Label,
Over 6 years old.
JOHNNIE WALKER "Red" Label,
Over 10 years old.
JOHNNIE WALKER "Black" Label,
Over 12 years old.

To safeguard these ages our
policy for the future is the policy
of the past. First and foremost
to see that the margin of stocks
over sales is always large enough
to maintain our unique quality.

Guaranteed quality
throughout the world.

To be obtained from:
KAMP & CO., SHANGHAI
PERRIN, COOPER & CO., TIENSIN
THE HANKOW DISPENSARY, LTD., HANKOW
SIEMSEN & CO., CANTON and HONG KONG.

JOHN WALKER & SONS LTD.,
Scotch Whisky Distillers, Kilmarnock, Scotland.

Born 1820:
Still going strong.

LINER DISASTER IN THE
ATLANTIC.

SUNK IN COLLISION.

49 People Drowned.

(From the "Daily Telegraph," by
their special correspondent.)

NORFOLK (Virginia), Jan. 30.

Forty-nine persons were lost in the
icy waters of the Atlantic at two o'clock
this morning, when the Old Dominion
liner Monroe was rammed amidships,

and practically cut in two and sank
in ten minutes, twenty-five miles south
of Hog Island, by the Merchants'
and Miners' Association liner Nantucket.

Those drowned comprised twenty-five
passengers and twenty-four members of
the crew, according to the official wireless
reports to the Old Dominion line here.

Thirty-one passengers and fifty-five of
the crew were saved, making the list of
rescued eighty-six. Captain Johnston, of
the sunken Monroe, and all his officers
but one, were among the saved. The
lost officer was the second engineer, Mr.
Dately. The eighty-six survivors who
were rescued and huddled on the Nantucket,
which was limping along with a
crumpled bow towards Norfolk to-day,
are the ones who know all the story of
how the two big ships, picking their way
through a blanket of fog, one bound
north, the other south, met with
a crash near the Winter Quarter Shoal
lightship.

"S.O.S." SIGNALS.

"S.O.S." calls reaching out to the
coast stations started every available
agency of rescue into action, but not
soon enough. While the Nantucket
backed off, lowered her boats, and began
sweeping the misty sea with her search
lights, the Monroe, her passengers pitch
ed out of their berths in their night
clothes, sank like a plummet.

In the swirling vortex of the sinking
ship men shouted and women screamed
through the mist.

The Monroe went down so quickly that there was little
time for launching boats, and it is be
lieved that the only ones saved were
those picked up at once by the Nantucket.

The victims had scarcely a
chance to realize that death was upon
them before they were struggling in the
water.

When the collision occurred the doomed
passengers of the Monroe were fast
asleep in their cabins, and went down
to death with only time for a shriek of
despair. Those alone who were kept
awake by the sirens that wailed their
useless warning through the fog knew
when the vessels struck. The rest were
hurled from their berths by the force of
the collision, and, heavy with sleep, had
barely time to struggle to the deck of
the sinking vessel before they were
plunged into the water.

Not ten minutes intervened between
the moment at which the blunt bow of
the lumbering Nantucket crashed its way
into the side of the Old Dominion liner
and that at which the latter slid under
the waves. The eighty-six now on the
Nantucket were lifted from the icy water
after their vessel had gone down.

CHASE IN THE FOG.

Both vessels had quieted down for the
night hours before the collision. Captain
Berry was on the bridge of the Nantucket,
and was slowly pacing it. The look-out
had the deck to themselves as the vessel
slowly limped through the fog and
mist. Captain Johnson kept the bridge
of the Monroe. Thus, with sleep clouding
its masts of silence over all and a
dense fog enfolding the heaving sea, the
two vessels sailed their way toward each
other in the mist.

As the Nantucket staggered back after
the crash of steel, Captain Berry sprang
out his searchlight, and dimly the bulk
of the stricken Monroe loomed up through
the drifting fog. He turned his search
light on the vessel from view in the
vapor, then began the work of rescue.

Guided only by the dim light of the
searchlight, the Nantucket's crew

figures, and when the shouts of the life
boat crews brought no answering calls
from the sea, the task was given up.
With her sailors crowded with drenched
and suffering men and women, the Nantucket turned her prow southward. Soon
she fell in with the Old Dominion liner
Hamilton, answering the cry of distress.
Conveyed by the Hamilton, the Nantucket
made her way slowly towards Norfolk.

The shock of the struggle in the cold
seas and the exposure proved a grave trial
to many of those saved, and wireless
messages report that a number of them
are in a serious condition.

The steamer was valued approximately
at \$30,000, and her cargo at as much
more.

Story of Survivors.

NORFOLK, Jan. 30.

The steamer Nantucket has arrived
here with eighty-five survivors of the
ill-fated Monroe. The death-list is now
stated to be forty-eight. The Nantucket
also had on board the bodies of two of
the Monroe's passengers, who died from
exposure after they had been taken from
the water.

Some of the rescued persons leaning
over the rail of the Nantucket stated that
the Nantucket rammed and rammed the
Monroe in a dense fog, at two o'clock in the
morning. The Monroe capsized and turned
turtled within ten or twelve
minutes after the impact. As the turned
over, her side some of the passengers and
crew crawled over on the exposed portion
of her bottom, and walked about until
they were finally washed off, as the
vessel went to the bottom, keel uppermost.

But for the fact that there had
been time to adjust the life-preservers,
many more would have been lost. As
it was, those who were rescued remained
in the water for half or three-quarters
of an hour before they were got out.

One of the bodies on the Nantucket is
that of Mrs. Thomas Harrington. Her
husband told how she swam with her
in his teeth till they were picked up. His
wife was then too exhausted to recover.

Mr. E. P. Lyons, who was clad only
in pajamas and a bath robe, told how,
though undressed, he had not yet gone
to bed. The fog-horn was blowing every
minute, when suddenly two severe blasts,
which were twice repeated, convinced
him that something was the matter. He
rushed to deck, and saw a moment later
the bow of the Nantucket come out of
the fog. It struck the Monroe near
her port bow. He ran below, and tried to
dress, but owing to the vessel listing he
could not stand up. He hurried back
on deck. He saw very few passengers
there. One lifeboat was swinging overhead
and Mr. Lyons climbed in.

"The captain told me to jump in,
which I did. I had to jump to make it.
We left the captain aboard, but it's
coming evident that the Monroe was even
then sinking, our boat returned and got
the captain off also. The crew behaved
splendidly," continued Mr. Lyons. "The
women were allowed to get in the boats
first."—Reuters.

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women were allowed to get in the boats
first."—Reuters.

When the Blue Funnel steamer
Oans arrived at Penang on the 11th
inst., the master of the vessel reported
that a representative of a firm of stevedores
at Colombo having fallen asleep
on board the Pensacola when she was at
Colombo, he was overawed to "Port
Tewlik." The master was reported to the
agents there, but as they had no opportunity
of sending him back direct, at Captain
John Robinson's of the Pensacola requested
they put him on board the Oans to
disembark him at Singapore, requesting
the agents at the port to send him on
to Colombo by the first Blue Funnel
boat. The master was returned to the
agents at Penang who informed him that
he was to be sent to Colombo by the
Blue Funnel boat.

When the Oans reached Colombo
she was found to be in a bad
condition, and the master was compelled
to return to Penang.

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VICHY
NATURAL MINERAL WATER
FRENCH GOVERNMENT'S Springs
VICHY CELESTINS
In bottles and half bottles
Kidney and Kindred troubles, bladder trouble — Gout — Gravel — Arthritis
VICHY GRANDE-GRILLE
Liver trouble and Bitterness
VICHY HOSPITAL For Indigestion.
REFUSE SUBSTITUTES. MENTION NAME OF SPRING REQUIRED

VICHY-ETAT PREPARATIONS

VICHY-ETAT SALT Natural salt from the water. — In tins and bottles.
VICHY-ETAT TABLETS 3 or 3 after meals make digestion easy.
VICHY-ETAT COMPOUNDS to make your own digestive aerated water.

CHINA'S FINANCES.

DIFFICULT SITUATION.

New Loan of \$25,000,000.

PEKIN, Jan. 30.
China's New Year, that important date in national economics, passed nominally in such a manner as to excite official optimism, but, after careful investigations conducted far and wide, I reach the following conclusions, says the Peking correspondent of the "Daily Telegraph."

Whilst undoubtedly in native commercial circles a better feeling exists, borrowed money is coming out more freely, and the trading year is likely to be better than 1913, little or no progress is observable in the fundamental relationship between Peking and the provinces, or in the fundamental national well-being.

Remittances, though nominally resumed from eleven provinces, aggregating nearly six million dollars in January, cannot be maintained unless the provincial finances themselves receive outside aid. This is precisely what the provinces wish, namely, to remit to Peking and then insist that they themselves must be allowed to borrow. Foreign agents representing financial combinations of no higher than the third or fourth order now swarm throughout the country, offering loans at many provincial capitals, but in the now notorious Nanking case, when a so-called financier was asked to deposit \$5,000 in hard cash on signature of the loan agreement, he was unable to do so, and the negotiations collapsed.

Whilst it is needed to overcome these symptoms is a food rich in phosphorus. Ordinary phosphorus preparations, however, are generally useless, for the body cannot assimilate the crude drug. The ideal preparation for these conditions is Sanatogen, which consists of pure casein chemically combined with that form of phosphorus which exists in the brain and nervous system.

On this point, Dr. C. W. Clebey, the eminent medical author, writes: "When phosphorus is combined with other elements it is a valuable food, and is, indeed, absolutely necessary for life. It has been proved by a large number of scientific experiments that very nearly the whole (93 percent) of the phosphorus added to the diet in the form of Sanatogen is absorbed."

TURKEY AND PHOSPHORUS.

Even when the nervous condition goes to the extreme length of neurasthenia, Sanatogen is still able to effect a cure. The eminent physician, Dr. Blits, the head of the Hankow Park Sanatorium, Berlin, writes: "Personally, I have treated more than five hundred patients with Sanatogen in the course of the last eight years. The effect of Sanatogen was so striking that I have never had to resort to any other nutrient preparation. Sanatogen may be regarded as a specific in neurasthenia."

Distinguished men and women have testified to the value of Sanatogen in nervous disorders. Madame Sarah Grand writes: "Sanatogen has done everything for me which it is said to be able to do for cases of nervous debility and exhaustion. I began to take it after nearly four years enforced idleness from extreme debility, and felt the benefit almost immediately. And now, after taking it steadily three times a day for twelve weeks, I feel myself able to enjoy both work and play again, and also able to do as much of both as I ever did."

If you wish to know more about Sanatogen, write, mentioning this paper, to A. Wulff and Co., 8, Kiuksang Road, Shanghai, who will forward you a valuable booklet entitled "The Art of Living," gratis and post free.

Sanatogen can be obtained of all Chemists, in bottles of two sizes.

This new phase, therefore, radically alters the attitude which it is necessary to adopt in dealing with Peking's finance. If China is to be placed in the same position as Turkey and over-run by bucket-shop agents, certainly the hour has rung when all sound money advocates must take alarm, for despite the provincial remittances, all my Chinese correspondents, insist that the day before China's New Year nearly witnessed serious outbreaks in Peking owing to the non-payment of troops. At the last moment eight lakh of taels, say £100,000, were borrowed from the quintuple bankers, from whom a new giant loan must soon be negotiated if the currency and general re-organisation are to be undertaken. A loan of £15,000,000 is now openly spoken of as absolutely necessary before the summer.

The seriousness of these constant Chinese demands on the world's money markets is too obvious to need any insistence. Furthermore, though it is denied that the foreign bankers have already demanded control of the National Bank of China, obviously some supervision is inevitable if these huge sums are paid. Whether the oldest British bank in China, namely, the Chartered Bank of India, as well as the other British bank domiciled here, are to be excluded from the official banking group, becomes a serious matter for China. The silver exchange must very shortly be largely regulated from Peking.

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LOWING UP MALUNGA. Knowing that they would have great difficulty in overcoming Malunga and his men, they decided to resort to strategy. They then sent an emissary secretly to Malunga's camp and promised the disaffected soldiers under him that in the event of their putting no opposition to their entry into Malunga's camp, and to the capture of him and his chiefs, they would not be harmed, and as soon as Malunga was entranced, they could return to their homes.

The disaffected soldiers agreed to this proposition, and on the night of January 17, they permitted a large number of Northern Mongols to enter the camp. Four of these Mongols made their way to the camp to all outward appearance unarmed. But the last one entering the camp had a large wooden club. The first man to awake in Malunga's camp was his secretary, who is believed to have been responsible for the death of Mr. Grant. He was rather surprised at seeing the intruders and hastened to inquire what was the matter. They said that they had come to discuss the handing over by Malunga of one of the big guns he had in his possession to the Urga soldiers.

STORY OF HIS DEATH.

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Malunga was a rich man. He owned 10,000 cattle and fifty camel loads of silk and other valuable, besides £50,000 in silver. Through his wealth he won the confidence of the Living Buddha in Urga, who is quite avaricious. Late, Malunga disagreed with the Urga Government concerning the St. Peter'sburg Convention between Mongolia and Russia. Considering that Mongolia was being made a satrap by Russia, he refused to obey the Hsinkingtu's command to return to Urga.

About January 9, Malunga, with a number of his men, came into collision with a body of the Urga troops who were then travelling south. In an encounter he defeated them. Subsequently he despatched a number of his trusted chiefs to Eastern Mongolia in the hope of raising further forces, while he himself, with several chiefs travelled south and compelled a number of native Mongols to enter under him as his soldiers, much against their wishes.

MONGOL STRATEGY.

At the moment, the Northern Mongols had been removed and were in the rear, forming a strong and heavily-armed covering and holding back the main body of the troops. Very

NERVOUS DISORDERS:

HOW TO PREVENT AND CURE THEM.

At every organ of the body, down to the minutest part which composes it, is supplied by nerves which regulate its action; it is obvious, that whenever any thing goes wrong with the nerves, all the organs of the body must suffer. That is why nervous disorders manifest themselves in so many different symptoms.

In a general way, the disturbances produced by a disorder of nervous system are of two kinds: there may be mental trouble—such as by confusion of thought, loss of memory, etc., or physical derangements which involve trembling convulsions or even paralysis. When the brain is overstrained, there may also be headache, insomnia, mental depression, inability to concentrate the mind for any length of time, irritability, explosive fits of temper, and easily-induced fatigue as well as actual physical weakness.

Alarming as these symptoms are, they are primarily caused by the nervous system being strained of its most important constituent—phosphorus.

THE NEED OF PHOSPHORUS.

What is needed to overcome these symptoms is a food rich in phosphorus. Ordinary phosphorus preparations, however, are generally useless, for the body cannot assimilate the crude drug. The ideal preparation for these conditions is Sanatogen, which consists of pure casein chemically combined with that form of phosphorus which exists in the brain and nervous system.

On this point, Dr. C. W. Clebey, the eminent medical author, writes: "When phosphorus is combined with other elements it is a valuable food, and is, indeed, absolutely necessary for life. It has been proved by a large number of scientific experiments that very nearly the whole (93 percent) of the phosphorus added to the diet in the form of Sanatogen is absorbed."

TURKEY AND PHOSPHORUS.

Even when the nervous condition goes to the extreme length of neurasthenia, Sanatogen is still able to effect a cure. The eminent physician, Dr. Blits, the head of the Hankow Park Sanatorium, Berlin, writes: "Personally, I have treated more than five hundred patients with Sanatogen in the course of the last eight years. The effect of Sanatogen was so striking that I have never had to resort to any other nutrient preparation. Sanatogen may be regarded as a specific in neurasthenia."

Distinguished men and women have testified to the value of Sanatogen in nervous disorders. Madame Sarah Grand writes: "Sanatogen has done everything for me which it is said to be able to do for cases of nervous debility and exhaustion. I began to take it after nearly four years enforced idleness from extreme debility, and felt the benefit almost immediately. And now, after taking it steadily three times a day for twelve weeks, I feel myself able to enjoy both work and play again, and also able to do as much of both as I ever did."

If you wish to know more about Sanatogen, write, mentioning this paper, to A. Wulff and Co., 8, Kiuksang Road, Shanghai, who will forward you a valuable booklet entitled "The Art of Living," gratis and post free.

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His Britannic Majesty's Ships on the China Station.

Name	Class	Tons	Guns	I.H.P.	Commander	Last report
Alderney	despatch-boat	1650	2	3000	Comdr. Archibald Cochrane	Hongkong
Atlas	Admiralty tug	—	—	—	—	Hongkong
Bramble	river gunboat	710	3	900	Lt.-Comdr. B. S. Prichard	Shanghai
Bribomar	river gunboat	710	3	900	Lieut.-Comdr. W. H. Darwall	Shanghai
Cadmus	loop	1070	6	1400	Capt. H. P. R. T. Williams	Hongkong
Chelmer	torpedo boat destroyer	560	4	7400	Lieut. H. T. England	Hongkong
Cherub	water tank and tug	390	—	300	—	Hongkong
Clio	loop	1070	6	1400	Comdr. Colin Mackenzie, L.A.C.	Shanghai
Colins	torpedo boat destroyer	550	4	7300	Lieut. C. M. Blackman	Hongkong
Fame	torpedo boat destroyer	380	6	5700	Mr. A. J. Mallett, Gunner	Hongkong
Hampshire	cruiser, 1st class	10,850	10	20,500	Capt. H. W. Grant	West River
Je	torpedo boat destroyer	56	4	7300	Lieut. G. F. A. Mulock	Hongkong
Kennet	torpedo boat destroyer	551	4	7500	Lieut. E. K. Boddam-Whetham	Hongkong
Kiama	river gunboat	816	4	1200	Lieut.-Comdr. H. D. Murray	Yangtze
Merlin	shop	1040	—	—	Lieut.-Comdr. Gibson	Hongkong
Minotaur	cruiser, 1st class	14,800	—	37,000	Capt. H. B. Kiddie	West River
Moorhen	river gunboat	180	2	500	Capt. Frederick A. Powlett	Shanghai
Newcastle	cruiser, 2nd class	4800	12	22,000	Lieut.-Com. Malcolm Murray	Yangtze River
Nightingale	river gunboat	85	3	240	Lieut. R. W. Wilkinson	Hongkong
Ribble	torpedo boat destroyer	590	—	7500	Lieut. F. A. N. Cromie	West River
Rosario	depot ship, submarines	980	—	1400	Lieut.-Comdr. Nash	Yangtze River
Robin	river gunboat	85	2	240	Lieut. T. A. S. Hutton	West River
Sandpiper	river gunboat	85	2	240	Lieut.-Comdr. Maurice B. Leaile	Yangtze River
Snipe	river gunboat	85	2	240	Commodore R. H. Anstruther, C.M.G.	Hongkong
Tamar	receiving ship	4650	—	—	—	Yangtze River
Teal	river gunboat	180	3	800	Lieut.-Comdr. Hon. G. Stopford	Upper Yangtze River
Thetis	river gunboat	710	2	1600	Lieut.-Comdr. H. R. N. Goldsmith-Dornell</td	

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BY TELEGRAPH.

(Reuter's Service to the China Mail.)

BRITISH PARLIAMENT.
DEBATE ON HOME RULE.

The Somaliland Disaster.

London, Feb. 25.

In the House of Commons, Mr. B. G. Fulle, Unionist M.P. for Portsmouth, moved that it was imperative in the interests of public peace that the Premier should submit proposals regarding the alteration of the Home Rule bill without delay.

Premier's Firm Attitude.

Mr. Asquith said that the Government had not changed its opinion in the slightest. The Bill, which was sound and statesmanlike, provided for the security of the minority. There was no indication that the electorate were averse to it, no reason to supplicate for a truce, and still less reason to hoist the white flag. The Government had not abandoned the proposals of the Bill as intended to yield to the menace of physical force.

The Bill, concluded the Prime Minister, "will be introduced for Second Reading after the end of the financial year, before Easter, and the Government would explain their proposals then. They were not going to be hewed beaten into a course which would not promote, but embarrass, the prospects of hewing Irish self-government upon a foundation of consent and goodwill."

Mr. Bonar Law said that Mr. Asquith was still drifting and trifling; but the Unionists would use every means to prevent the Government from committing a great crime.

Somaliland.

Sir Gilbert Parker, Conservative member for Gravesend, speaking on the Supply-and-Expenditure Estimates referred to Somaliland. He criticised the withdrawal from the interior and admitted that Capt. Corfield had exceeded his instructions. He denounced the despatch of Mr. Harcourt's "ungenerous, cold-blooded unbuoyant minute" to the Commissioner regarding Capt. Corfield before the whole of the facts were known.

Mr. Harcourt warmly defended the despatch, stating that it was impossible to withhold censure in justice to the other gallant and efficient men. He denied that Capt. Corfield had any discretionary powers whatever, and explained that the Camel Corps were to maintain order among the "Friendlies" but not to protect them. As regards the present position, a small Dervish outpost off the "Friendlies" from the Aïn Valley, which was essential for grazing in the dry season. The "Friendlies" required moral and material support to prevent them from making overtures to the Mullah. Occupation of the interior was undesirable and an expedition would be a costly folly. It was intended simply to occupy Burno as a basis for the Camel Corps, which would enable the "Friendlies" to graze on the Aïn Valley; also Shieki, which might serve as a sanatorium and be the Somaliland Aden. The Estimates would also provide for further increase of the Camel Corps to 450 or 500. The Indian contingent would be increased from 200 to 400 Regulars. The latter was about 400 now but that included the Emergency Draft from Aden. A hundred would be stationed at Sheki and 150 at Burno. Apart from the home initial cost, the recurrent cost of these permanent forces would be £58,900 when all was done and all the men on the spot. He thought it desirable and necessary that there should be no change of policy.

Lord Crewe suggested that the state of things had been exaggerated. He declared that it was not worse now than before, and he gave categorical assurance on behalf of Mr. Asquith that the Prime Minister did not consider Party funds in recommending honour. He (Lord Crewe) would not hesitate to give the same assurance on behalf of Lord Rosebery and Mr. Hall. He agreed with Lord Selborne that public opinion was the only safeguard, and advocated dealing with corrupt practices directly by legislation rather than by a cumbersome Commission.

Lord Charwood thereupon withdrew his amendment, and the motion was carried without a division.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

THE DEPORTED SOUTH AFRICAN STRIKE LEADERS.

ARRIVAL AT GRAVESEND.

London, Feb. 25.

The Castle liner "Ungani" arrived at 7.30 yesterday morning off Gravesend. A deputation of trade unionists headed by Mr. A. Henderson, M.P., approached the vessel, but was not allowed on board.

Mr. Bain, on behalf of his colleagues, stated that they had decided to remain on board until taken back to South Africa.

Mr. Henderson welcomed the deportees and informed them that a great programme of receptions was awaiting them. The deportees issued a long statement, appealing to the people of Great Britain "that every Briton in South Africa should have the right of trial in the courts of law so as to frustrate the evident intention of the Government of South Africa to make South Africa a Boer Colony."

Another telegram states that the owners, this afternoon, allowed the Labour members, Messrs. Henderson and Bowerman, to go aboard the "Ungani."

A conference is proceeding.

The deportees eventually left the "Ungani" and were loudly cheered as they landed at Gravesend.

They entrained for London by special train and avoided the Pressmen and photographers.

Messrs. Henderson and Bowerman urged that the Labour Members would use all their influence to place the case before Parliament and public and that justice were done to the deportees.

Before going ashore they were for long adamant, insisting that they could not lawfully be driven ashore.

The Indemnity Bill.

A telegram from Cape Town states that the second reading of the Indemnity Bill was passed by 95 to 11 votes, after an all night debate.

PEERS AND THE BESTOWAL OF HONOURS.

London, Feb. 24.

In the House of Lords, Lord Selborne moved: "That contribution to Party funds should not be a consideration to a Minister when he recommends a name for honour to His Majesty the King, and that effectual measures should be taken in this regard." He emphasised that he did not refer to Service honours, though he feared that if the present tendencies were not checked the day would come when someone would buy the Victoria Cross. He dwelt on "the purchase of honour" by rich men with social ambition, and said that deserving people were also pressed to make a contribution when honoured. He blamed the Party system, saying that Party funds was one of the greatest evils and dangers of democracy."

Lord Charwood, a Liberal Peer, moved that the Government appoint a Royal Commission to inquire by what amendments of the Corrupt Practices Act such abuses may most effectively be restrained.

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AN ENGLISH STRIKE SETTLED.

London, Feb. 24.

The strike at High Wycombe, which has lasted for three months, has now been settled by substantial concessions to the men.

SERVIA'S LOSSES IN WAR.

London, Feb. 24.

Frederick Gould and his wife were charged at Bow Street with espionage. The evidence showed that the woman was arrested at Charing Cross, en route for Ostend, with Naval documents.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

A MATEUR INTERNATIONAL FOOTBALL IN BELGIUM.

London, Feb. 25.

A telegram from Brussels states that the Amateur International Association football match resulted—England 9 goals; Belgium 1.

THE MEXICAN CRISIS.

Mr. Benton's Execution.

London, Feb. 24.

Sir Cecil Spring-Rice has instructed Mr. Faraval, the British Consul at Galveston, to proceed to El Paso to inquire into the execution of Mr. Benton.

There are stormy comments by the French Press over the execution. President Wilson's policy is vigorously denounced, and the papers call attention to the great French interests in Mexico and intimate that if the United States are unable to assure the safety of Europeans, the time has come when the Powers must undertake their own protection.

Another Atrocity.

The Mexican rebels blew up a troop train at Lima station, and all aboard, including fifty-five soldiers and an English engineer, were killed.

Benton's Body.

A telegram from El Paso states that the request to the State Department for the production of Benton's body has met with a negative response.

A Policy.

M. ... said that the Government had been in frequent communication with the United States and Mexico respecting the protection of British lives and property in Mexico. The continued fighting had greatly prejudiced British commercial interests.

"The pacification of Mexico," he added, "is the object which we honestly desire to see accomplished, but it is impossible to effect it by British intervention. Any such attempt will be futile and impolitic."

Further Details.

A telegram from Washington states that the protection of Foreigners in Mexico has become the predominant problem.

At a conference between President Wilson and members of the Foreign Relations Committee yesterday, it was agreed that if the Mexican situation were discussed in the Senate it would be within "closed doors" and semi-officially reported.

Japan and France will land marines for Mexico City.

In an interview at Chihuahua, General Valls denied the execution of foreigners except Benton.

A telegram from Mexico City states that President Huerta has issued a decree announcing a tax of three pesos on every hundred weight of unlinked coffee and 5½ pesos per hundred weight of cleaned coffee.

THE IRISH COAST WRECK.

London, Feb. 24.

The members of the crew of the wrecked Norwegian schooner "Mexico," who were thrown up on an uninhabited islet, have been rescued, together with five of the Fethard lifeboat-men.

BUENOS AIRES LOAN.

London, Feb. 24.

A City of Buenos Ayres loan of £2,450,300, bearing interest at 5 per cent., has been issued at a price of 95½.

AN ESPIONAGE CHARGE.

London, Feb. 24.

Frederick Gould and his wife were charged at Bow Street with espionage.

The evidence showed that the woman was arrested at Charing Cross, en route for Ostend, with Naval documents.

OBITUARY.

London, Feb. 24.

The death is recorded of M. Joseph Fels, the well-known manufacturer and land reformer.

FIRE & GALE IN WESTERN EUROPE.

Widespread Damage.

London, Feb. 24.

Western Europe has been swept by fierce gales. Great damage has been done in the south-east of France and the aeroplane shed at Lyons has been demolished, and the mountains crumpled. Widespread damage has been caused in Spain, and communities with houses and property have been left in ruins.

MR. CHURCHILL AS AERONAUT.

London, Feb. 24.

Mr. Churchill, First Lord of the Admiralty, piloted an aeroplane over the Solent and the Channel, which

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FRENCH CRUISER ASHORE.

London, Feb. 25.

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BRITISH NAVY'S TEST MOBILISATION.

London, Feb. 25.

At question time in the House of Commons, Mr. Churchill announced that it had been decided to substitute this year to test the mobilisation of the Third Fleet Squadron instead of holding grand manoeuvres.

A MYSTERIOUS WIRELESS APPEAL.

London, Feb. 24.

The steamer "Widewells" bound from Hamburg to Calcutta, despatched a wireless message for help, while in the Bay of Biscay. A subsequent message by wireless telegraph says, "Widewells does not now want help. Living, crew saved."

This is not understood at present.

Later Details.

A telegram from Bremen states that the captain of the "W. Widewells" in wireless messages, states that the Danish steamer "Ekipipik" sank in the Bay of Biscay.

One passenger and ten of the crew were saved. The captain is dead. It appears that the captain of the Widewells has simply saved the Ekipipik's crew.

EXTRAORDINARY DYNAMITE EXPLOSION.

Vicar and Secretary Killed.

BUDAPEST, Feb. 24.

A dynamite explosion occurred at the office of the Greek Catholic Bishop at Dubrovitz and killed five people, including the Vicar and a secretary, while the Bishop had a narrow escape.

The Vicar's daughter is demented.

At a conference between President Wilson and members of the Foreign Relations Committee yesterday, it was agreed that if the Mexican situation were discussed in the Senate it would be within "closed doors" and semi-officially reported.

Another telegram states that a letter, signed in a lady's name, said that the parcel was en route with candlesticks, a leopard's skin and a hundred crowns. The Vicar opened the parcel and was instantly killed, along with two others—not five—and seven were injured.

Investigations show that the idea of any Protestant hostility is without foundation.

PORTUGUESE POLITICAL PRISONERS.

LONDON, Feb. 24.

All the political prisoners have been released, and those singled out for punishment have departed.

THE MELBOURNE BUTCHERS' STRIKE.

LONDON, Feb. 24.

A telegram from Melbourne states that peace is practically assured that in the Melbourne meat industry, the Union officials having recommended the acceptance of the proposals which include the increase of 5/- weekly.

SOCIALIST RIOTS AT BRUNSWICK.

London, Feb. 24.

A telegram from Berlin states that Socialist demonstrations have taken place at Brunswick. The police, who repeatedly charged the crowd, were suddenly bombarded with bottles, plates, kitchen utensils, and hot and cold water from the upper storeys of the houses.

TROPICAL DISEASES.

London, Feb. 24.

A Scientific Expedition to the Far East.

London, Feb. 24.

Mr. Leiper, the helminthologist of the London School of Tropical Medicine, has left London for the Far East, accompanied by Surgeon-Admiral (seconded by the Admiralty) and also Mr. Cherry-Garrard, both of whom were members of the Int. Captain Scott's Antarctic Expedition.

The object of the expedition is to ascertain the mode of the spread of

the tropical diseases in the Far East.

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STEAMERS PASSED SUZ CANAL

January 27, Myrmidion.
February 3, Bayern, Idomenes, Monroe, Frisia, Natura.
February 6, Natura.
February 10, Bremar, Candia, Prince Edward, Friedrich, Yedda, Baron, Drissen, Baron, Jethur.
February 13, E. F. Ferdinand, Jason, Lutuon, Peking, Afghan Prince, Den of Glan, Natura, Emden, Amazone, Sudmark, Goldfaden, Indrauna.
February 17, Persia, Natura, Bremuda.
February 20, Borneo, O. Ferdinand, Duncation, Dumbec, Tisav, Hoerde, Laozon.

STEAMERS EXPECTED

The N. D. L. s.s. Prince Edel, Friedrich carrying the German Mail with dates from Berlin of the 4th February, left Colombo on Sunday, the 22nd Feb., p.m., and may be expected here on or Thursday, the 13th March.
The C. P. R. Co.'s R.M.S. Empress of Asia arrived at Shanghai at 11 a.m. on the 21st February, and left at 8 p.m. on the same day; due to arrive at Nanking at 8 a.m. on the 2nd Feb.
The C. P. R. Co.'s R.M.S. Empress of Asia left Yokohama between 2 and 4 p.m. on the 14th February.
The C. P. R. Co.'s R.M.S. Monday left Vancouver on the 19th February.

Other Vessels.

The N. Y. K. s.s. Tae Maru (Calcutta Line) left Calcutta for this port via Peking and Singapore on the 7th February, and is expected here on the 20th February.
The C. S. N. Co.'s Chipping left Weihaiwei on the 22nd February, is due here on the 27th February.
The C. S. N. Co.'s s.s. Lokong left Shanghai on the 22nd February, is due here on the 17th February.
The N. Y. K. s.s. Kanki Maru (Calcutta Line) left Yokohama for this port via Kobe and Shanghai on the 17th Feb., and is expected here on the 20th Feb.
The Gion Line's s.s. Gion Maru (Calcutta Line) left Singapore on Saturday, the 22nd Feb., and is due here on Saturday, the 25th Feb., p.m., and may be expected here on or about Saturday, the 26th Feb., a.m.
The Gion Line's s.s. Gion Maru (Calcutta Line) left Singapore on Saturday, the 22nd Feb., and is due here on Saturday, the 25th Feb., p.m., and may be expected here on or about Saturday, the 26th Feb., a.m.

The Gion Line's s.s. Gion Maru (Calcutta Line) left Singapore on Saturday, the 22nd Feb., and is due here on Saturday, the 25th Feb., p.m., and may be expected here on or about Saturday, the 26th Feb., a.m.

The N. D. L. s.s. Norden left Suez on Saturday, the 22nd Feb., and is due here on Saturday, the 25th Feb., p.m., and may be expected here on or about Saturday, the 26th Feb., a.m.

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ZEISS PRISM FIELD GLASSES.

4 x TUROL £5.10.0
6 x TUREX 5.15.0
6 x TURACT 6.10.0

Chs. J. Gaupp & Co.,
ALEXANDRA BUILDINGS
HONGKONG

To-day's Advertisements

To-day's Advertisements

WANTED.

FROM 1st April next, a FOUR-ROOMED FLAT, FURNISHED, also CATERING TO BE PROVIDED. Or a small house on same conditions. Apply to "FLAT," c/o CHINA MAIL Office, Hongkong, Feb. 25, 1914. 264

NOTICE.

THE interest and responsibility of Mr. FRANK BARKER-DEACON is our Firm ceased on the 3rd April, 1913.
DEACON, LOOKE,
DEACON & HARSTON.
Hongkong, Feb. 25, 1914. 267

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.
FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship KAMO MARU, having arrived from the above ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON, WHARF AND GODOWN Co.'s Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Upwards Goods will be carried on unless instructions are given to the contrary before NOON To-day.

Goods not cleared by the 3rd March, will be subject to rent.

Damaged packages must be left in the Godown for examination by the Consignee's and the Co.'s representative at the appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they can be recognised. No claims will be admitted after the goods have left the Godown.

NIPPON YUSEN KAISHA.
Agents.

Hongkong, Feb. 24, 1914. 260

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship Deneve having arrived from the above ports, Consignees of cargo are hereby informed that their Goods will be delivered from along-side.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense.

Cargo remaining on board after 1 p.m. of the 27th instant, will be landed at Consignees' risk and expense.

Consignees' of cargo from Singapore and Penang are requested to make immediate delivery of their goods from along-side, such as cargo impeding the discharge, will be landed and stored at Consignees' risk and expense.

No Sure Insurance has been effected.

Bills of Lading will be counter-signed by the Underwriters.

DAVID SASBON & CO., LTD.
Agents.

Hongkong, Feb. 25, 1914. 262

NOTICE TO CONSIGNEES.

FROM PORTLAND, OR & PUGET SOUND PORTS.

THE R. A. L. Steamship ECHOES, having arrived, Captains are to be found at the port of destination, for examination, and to make immediate delivery of cargo from along-side.

Cargo remaining undelivered on MONDAY, the 2nd March, at noon, will be issued as damaged, rank and expensive and delivered next day, and taken from the Kowloon Wharf and Godown.

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